


# **I. PLANNING GRANT APPLICATION FORM**

<b>Applicant (Agency &amp; address - including zip)</b>			<b>Proposed Date of Completion:</b> 06/30/2013	
<b>Check one</b>			<b>Grant Amount Requested:</b> \$ 200,000	
Butte County Association of Governments	City		<b>If Joint Proposal, list participating entities/ contact person:</b>	
	County		Butte County Association of Governments/ Jon Clark, Executive Director	
	MPO		City of Chico/ Brendan Vieg, Principal Planner	
	COG		City of Biggs/ Scott Friend, Planning Director	
2580 Sierra Sunrise Terrace, Suite 100	RTPA		City of Oroville/ Rick Walls, Interim Planning Director	
Chico, CA 95928	JPA		City of Gridley/ Andrea Redamonti, Planning Director	
	Joint Proposal	<b>X</b>	Town of Paradise/ Craig Baker, Planning Director	
			County of Butte/ Tim Snellings, Planning Director	
			Local Agency Formation Commission/ Steve Lucas, Executive Director	
<b>Lead Applicant's Name:</b> Butte County Association of Governments				
<b>Title of Proposal:</b> Coordinated Development of the 2012 Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Housing Needs Allocation (RHNA) for the Butte County Area				
<b>Applicant's Representative Authorized in Resolution</b> Name: Jon Clark Title: Executive Director Phone: (530) 879-2468 Email: jclark@bcag.org			<b>Person with Day to Day Responsibility for Plan</b> Name: Brian Lasagna Title: Senior Planner Phone: (530) 879-2468 Email: blasagna@bcag.org	
<i>Check all of the following that are incorporated or applicable to the proposal:</i>				
<b>Focus Area</b>			<b>Program Objectives</b>	
	Focus Area # 1			Applying for 20% EDC set aside
<b>X</b>	Focus Area # 2			
	Focus Area # 3		<b>X</b>	Improve air and water quality
<b>Eligibility Requirements (mandatory)</b>			<b>X</b>	Promote public health
<b>X</b>	Consistent with State Planning Priorities		<b>X</b>	Promote equity
<b>X</b>	Reduces GHG emissions on a permanent basis		<b>X</b>	Increase affordable housing
<b>X</b>	Collaboration requirement		<b>X</b>	Increase infill and compact development
<b>Priority Considerations</b>			<b>X</b>	Revitalize urban and community centers
<b>X</b>	Demonstrates collaboration & community involvement		<b>X</b>	Protect natural resources and agricultural lands
<b>X</b>	Addresses climate change impacts		<b>X</b>	Reduce automobile usage and fuel consumption
<b>X</b>	Serves as best practices		<b>X</b>	Improve infrastructure systems
<b>X</b>	Leverages additional resources		<b>X</b>	Promote water conservation
<b>X</b>	Serves an economically disadvantaged community		<b>X</b>	Promote energy efficiency and conservation
	Serves a severely disadvantaged community		<b>X</b>	Strengthen the economy
<p>I certify that the information contained in this plan application, including required attachments, is complete and accurate</p> <p>Signature:  _____</p> <p>Applicant's Authorized Representative as shown in Resolution</p> <p>Print Name and Title: Jon Clark, Executive Director</p> <p style="text-align: right;">Date: <u>8/31/10</u></p>				

## **II. PROPOSAL SUMMARY STATEMENT**

The Butte County Association of Governments (BCAG) is submitting this proposal with the intent of requesting funds to support the coordinated development of the 2012 Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Housing Needs Allocation (RHNA) for the Butte County area. In preparing this proposal, BCAG, as the lead applicant, has partnered with its local government members and the Butte Local Agency Formation Commission (LAFCO). BCAG's proposal is requesting \$200,000 in funds, all of which are being submitted under Focus Area #2 – Regional SB 375 Plus.

This coordinated development of the RTP, SCS, and RHNA will meet the goals of Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) and the Sustainable Communities Planning Grant and Incentives Program (Focus Area #2) by integrating and aligning regional land use, affordable housing, resource protection, and transportation planning in a fashion that meets passenger vehicle greenhouse gas targets established by the California Air Resources Board (CARB).

The 2012 RTP will provide a long-range regional view of transportation needs and opportunities for Butte County through specified goals, policies, objectives, projects, and programs developed with the input of a broad range of stakeholders and through a transparent public process. Once adopted, the RTP will provide a foundation, based on a vision of an efficient and sustainably sound multi-modal system, for transportation decision making by local, regional, state, and federal officials.

As a newly required element of the RTP, the SCS will identify future land development patterns and an accompanying regional transportation network which meets the regions' population, housing, and employment needs while considering local land use plans, resources areas and farmland, the Butte Regional Conservation Plan, and the goals, policies, and objectives of the RTP in a way which meets the regional passenger vehicle greenhouse gas targets established by the state.

As directed by Senate Bill 375, the Butte County areas RHNA process, for the first time, will be aligned with the RTP for the 2012 cycle. Consistent with the development pattern identified in the RTP-SCS, the RHNA plan will allocate an 8 year projection of housing units. BCAG's central goal when preparing the RHNA plan is to assure a fair distribution of housing among the cities and county, so that every community provides an opportunity for a mix of housing affordable to all economic segments.

Continuing an established coordinated planning framework, BCAG's six local government members (cities of Biggs, Chico, Gridley, Oroville, Town of Paradise, and County of Butte) and the Butte Local Agency Formation Commission (LAFCO) are partners in this proposal. As the regions' land use authorities, these partners will play a vital role in developing and implementing an integrated land use and transportation strategy for the region, as required by Senate Bill 375. In addition, the local government members are integral in preparing the RHNA and have the responsibility of carrying out its implementation within their respective housing elements.

In these uncertain financial times, all levels of government are faced with the financial challenges needed to meet local, regional, state, and federal planning objectives. The funding requested for this proposal will contribute to a fully coordinated effort in the development and integration of the RTP, SCS, and RHNA as intended with the passage of Senate Bill 375.

### III. PROPOSAL DESCRIPTION

#### Step 1: Threshold Requirements

1. Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code.

- a. Promote infill development and invest in existing communities;

In order to meet the goals of Senate Bill 375 (SB 375), the coordinated plans (RTP, SCS, and RHNA) will require increased infill development and investment within Butte County's existing communities over a business-as-usual case.

The proposed plan will, to the extent feasible, look at infill and compact land use alternatives which are consistent with the local jurisdictions newly adopted land use plans and spheres of influence. It is anticipated that increases in overall density will be necessary to meet the area's required regional passenger vehicle GHG target. Areas of high-quality transit corridors will also need to be encouraged within the plan in order to take full advantage of the environmental review incentives provided in SB 375. These areas will likely be located along existing transit corridors which provide opportunity for infill development.

This priority is consistent with BCAG's Regional Guiding Principle for Growth within Spheres of Influence - *Focus future growth in the region within city Sphere of Influence boundaries where infrastructure and services are more readily available and more compact urban forms can be realized, discouraging sprawl, traffic congestion and air pollution.*

- b. Protect, preserve and enhance environmental and agricultural lands, and natural and recreational resources; and

The coordinated plans (RTP, SCS, and RHNA) will be consistent with the Butte Regional Conservation Plan, the region's Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), and the newly approved local land use plans which have been developed with the consideration of recent land cover mapping, biological constraints analysis, and the ecological baseline report prepared as part of BCAG's Blueprint planning activities.

This priority is consistent with BCAG's Regional Guiding Principles for Natural Resources and Environment and Agriculture - *Conserve, enhance and protect natural resources and unique natural environments. Maintain, protect, promote and enhance agriculture which is an important component of the region's economy and lifestyle.*

- c. Encourage location and resource efficient development

In order to meet the regional passenger vehicle GHG reductions targets associated with SB 375, the development of the coordinated plans (RTP, SCS, and RHNA) will need to consider an efficient development pattern which minimizes regional VMT. In addition, the plan will implement and continue the efforts identified as part of BCAG's Blueprint planning activities and in BCAG's Regional Guiding Principles which have identified goals to focus future urban development within the already urbanized areas and spheres of

influence that are served by the RTP, existing regional road network and fixed route transit corridors.

2. Describe how the Proposal will reduce, on as permanent a basis that is feasible, greenhouse gas emissions consistent with:

- a. California's Global Warming Solutions Act of 2006 (AB 32)

- i. How will the Proposal reduce greenhouse emissions as compared with business as usual through 2020 and beyond?

SB 375 is identified in the AB 32 scoping plan as the instrument for meeting regional transportation related greenhouse gas targets. As required by SB 375, the SCS, prepared as part of the proposal's coordinated plans, shall meet the passenger vehicle greenhouse gas emission reduction targets established by the California Air Resources Board (CARB) for the years 2020 and 2035. If the SCS is unable to meet reduction targets, BCAG will be required to develop an Alternative Planning Strategy (APS) which identifies the obstacles for not achieving the targets.

- ii. Identify the indicators that will be used to measure whether the Proposal will meet greenhouse gas emissions reduction targets or requirements?

As recommended by the SB 375 Regional Targets Advisory Committee (RTAC), the measure used for meeting the Butte County region's passenger vehicle greenhouse gas (GHG) emissions reduction target will be per capita GHG reduction from the year 2005 for the years 2020 and 2035.

- b. Any applicable regional plan

- i. Cite any applicable regional plan(s).

There are currently no approved applicable regional plans which address GHG emissions in the Butte County region.

- ii. Describe how your Proposal will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s).

Not Applicable.

3. Meet the Collaboration Requirements of the focus area applicable to the Proposal.

A joint work plan has been included in Section 4 – Supporting Documentation along with the required letters of intent from BCAG's local government partners (Section 6 – Collaboration).

- a. See Focusing Funds for the Collaboration Requirements applicable to the Proposal.

As described in the proposal description and detailed in the joint work plan, BCAG will be collaborating with each of its member local government jurisdictions (cities of Biggs, Chico, Gridley, Oroville, Town of Paradise, and Butte County) along with Butte LAFCO. These partners have been included in the joint proposal as sub-recipients. In addition,

other local, regional, and state agencies will be involved through BCAG's transportation advisory committee which includes representatives from Caltrans, Butte County Air Quality Management District, California State University Chico, and the local tribal governments.

## **Step 2: Program Objectives**

Identify and describe the Program Objectives projected to be achieved by the Proposal.

The coordinated development of the proposed regional plans (RTP, SCS, and RHNA) will follow BCAG's Regional Guiding Principles. These principles were developed in cooperation with BCAG's Planning Director's Group and serve as general concepts that are common to all jurisdictions in Butte County, and provide a regional framework to better guide growth and development on a regional, or macro, level and ensure a consistent unifying theme between BCAG's planning work and the many General Plan updates currently occurring within the region. Many of the principles are directly related with the grants program objectives and have been referenced below.

### **1. Improve Air and Water Quality**

The RTP, and included SCS, are required by federal law (The Clean Air Act and EPA's transportation conformity regulations) to conform to the State Implementation Plan (SIP) for air quality conformity purposes. In order to meet these requirements, the RTP and SCS will be developed in a fashion which minimizes, to the extent feasible, vehicles miles traveled (VMT) and congestion from automobiles through land use and alternative models of travel (bus, bike, and walk).

The region's water quality will benefit from the reduction of vehicle emissions along with the minimization of an urban development footprint. The coordinated plan, as stated above, will seek to minimize VMT, congestion, and the overall development footprint in order to meet emission goals. This objective is consistent with BCAG's Regional Guiding Principle for Surface and Ground Water Quality – *Protect the water quality in the region's creeks, rivers, lakes and aquifers.*

As an anticipated indicator(s), regional air quality emissions for ozone, carbon monoxide, and fine particulate matter will be measured against federal emissions budgets. See Section 4 – Supporting Documentation for specific indicators and measures.

### **2. Promote Public Health**

In addition to the air and water quality strategies listed above, which also benefit public health, the proposed coordinated plans will seek to improve public safety along with health by decreasing fatalities from auto and transit modes and also increasing trips by bike and walk modes. In developing the RTP, consideration will be given for projects which address existing and potential safety issues. Consideration of alternative modes of travel such as biking and walking will be needed in order to meet regional GHG targets. This can be achieved through a denser development pattern which allows destinations to be more accessible based on shorter trip lengths.

As an anticipated indicator(s), fatalities can be measured against VMT for automobiles and passenger miles of transit mode share to quantify increases in safety. The percentages of trips by biking and walking can also be measured for a physical health indicator. See Section 4 – Supporting Documentation for specific indicators and measures.

### **3. Promote Equity**

The proposed coordinated plans will seek to promote equity by providing greater accessibility to the regional transportation network and fixed route transit systems. Consideration of land use alternatives which contain mixed use and a denser development pattern can provide better accessibility. Communities will be engaged through the various outreach efforts associated with the proposal which include publicly noticed meetings and workshops.

As an anticipated indicator for equity, percentages of the population will be measured for their proximity to both the highway and transit system. See Section 4 – Supporting Documentation for specific indicators and measures.

### **4. Increase Housing Affordability**

In preparing the proposed coordinated plans, the RHNA plan will seek to assure a fair distribution of housing among the cities and county, so that every community provides an opportunity for a mix of housing affordable to all economic segments. In doing so, the plan will promote the RHNA objectives of increasing the housing supply, mix, and affordability in the region. This objective is consistent with BCAG's Regional Guiding Principle to provide a Range of Housing Choices – *Provide a range of housing opportunities affordable to low, middle and upper income families in a variety of densities.*

As an anticipated indicator for increased housing affordability, the amount of land supply for very low and low income households will be met in accordance with the RHNA. See Section 4 – Supporting Documentation for specific indicators and measures.

### **5. Promote Infill and Compact Development**

The proposed plan will look at compact land use alternatives while being consistent with the local jurisdictions existing and newly prepared land use plans and spheres of influence. It is anticipated that increases in overall density will be necessary to meet the areas required regional passenger vehicle GHG target. This objective is consistent with BCAG's Regional Guiding Principle for Growth within Spheres of Influence - *Focus future growth in the region within city Sphere of Influence boundaries where infrastructure and services are more readily available and more compact urban forms can be realized, discouraging sprawl, traffic congestion and air pollution.*

As an anticipated indicator, percentages of higher density housing will be compared to business-as-usual development. See Section 4 – Supporting Documentation for specific indicators and measures.

### **6. Revitalize Urban and Community Centers**

The proposed coordinated plan will consider locations of redevelopment, infill, and underutilized sites as alternatives while being consistent with the local jurisdictions existing and newly prepared land use plans and spheres of influence. This objective is consistent with BCAG's Regional Guiding Principles for the Role of Downtown as the Heart of the Community - *Downtown areas play an important role in the social, as well as economic well being of communities. All incorporated cities and many unincorporated communities in the region are fortunate to have downtown areas that should be strengthened, enhanced and preserved.*



The anticipated indicator for this objective will be the calculated percentage of development occurring within the urban centers/downtown. See Section 4 – Supporting Documentation for specific indicators and measures.

## **7. Protect Natural Resources and Agricultural Lands**

The coordinated plans (RTP, SCS, and RHNA) will be consistent with the Butte Regional Conservation Plan, the region's HCP/NCCP, and newly approved local land use plans, which have been developed with the consideration of recent land cover mapping, biological constraints analysis, and the ecological baseline report prepared as part of BCAG's Blueprint planning activities. This objective is consistent with BCAG's Regional Guiding Principles for Natural Resources and Environment and Agriculture - *Conserve, enhance and protect natural resources and unique natural environments. Maintain, protect, promote and enhance agriculture which is an important component of the region's economy and lifestyle.*

As an anticipated indicator, development patterns will be quantified to determine the amount of habitat and prime farmlands avoided. See Section 4 – Supporting Documentation for specific indicators and measures.

## **8. Reduce Automobile Usage and Fuel Consumption**

In order to meet the targets established for the region through SB 375, the proposed coordinated plans will need to be developed in a manner which reduces the overall per capita greenhouse gas emissions through reductions in passenger vehicle VMT. Strategies will include more compact and mixed land development along with increased use of alternative modes of travel (transit, bike, and walk).

As an anticipated indicator, the RTAC prescribed metric of per capita greenhouse gas emissions for passenger vehicles will be quantified. See Section 4 – Supporting Documentation for specific indicators and measures.

## **9. Improve Infrastructure Systems**

Development of the coordinated plans (RTP, SCS, and RHNA) will seek to improve, maximize, and preserve the existing transportation infrastructure and transit system. This objective is consistent with BCAG's Regional Guiding Principle for Transportation and Circulation - *Enhance and strengthen local and regional multi-modal transportation systems to ensure the safe and efficient movement of people and goods within and through the region.*

As anticipated indicators, the percentages of distressed lane miles on the regional road network will be quantified and compared with information from the 2008 RTP. Likewise, passengers per vehicle revenue mile for the regional transit system will be measured and compared to 2008 numbers. See Section 4 – Supporting Documentation for specific indicators and measures.

## **10. Promote Water Conservation**

The anticipated increase in higher density housing and smaller lot sizes associated with the development of the SCS provide an opportunity for residential water conservation through a decreased use of watering associated with residential landscaping.

As an anticipated indicator, percentages of higher density housing will be compared to business-as-usual development. See Section 4 – Supporting Documentation for specific indicators and measures.

## **11. Promote Energy Efficiency and Conservation**

In accordance with SB 375 and the regional passenger vehicle GHG targets established by CARB, the SCS developed as part of this proposal will seek to reduce VMT from passenger vehicles and provide more opportunities for alternative modes of travel. This is likely to be achieved through increased percentages of compact housing located within closer proximity to jobs and services. Driving less and using alternative modes of travel will reduce energy consumption.

As an anticipated indicator, percentages of higher density housing will be compared to business-as-usual development. See Section 4 – Supporting Documentation for specific indicators and measures.

## **12. Strengthen the Economy**

The coordinated plan will seek to strengthen the economy by reducing travel times of employees by developing an efficient well balance transportation system. Employees with shorter travel times can be more productive. The land use component of the SCS will also be developed to ensure adequate sites for job growth and create a more balanced ratio of jobs and housing. This objective is consistent with BCAG's Regional Guiding Principles for Employment Activity and Economic Development – *Ensure that adequate sites are available for commercial and industrial development and that there is a comprehensive proactive strategy for job creation and retention.*

As an anticipated indicator, per capita vehicle hours of delay (VHD) for the regional road network and passenger vehicle miles per passenger will be measured. See Section 4 – Supporting Documentation for specific indicators and measures.

### Step 3: Priority Considerations

Answer the following questions, if applicable to the Proposal.

1. Proposal demonstrates ongoing collaboration with state, regional and local, public and private stakeholders and community involvement.

As described in the proposal description and detailed in the joint work plan, BCAG will be collaborating with each of its member local government jurisdictions (cities of Biggs, Chico, Gridley, Oroville, Town of Paradise, and Butte County) along with Butte LAFCO. These partners have been included in the joint proposal as sub-recipients. In addition, other local, regional, and state agencies will be involved through BCAG's various advisory committee's which include representatives from Caltrans, Butte County Air Quality Management District, California State University Chico, and local tribal governments. Public and private stakeholders will be engaged through existing state and federal required involvement procedures detailed in BCAG's public participation plan. In general, public and private stakeholders are engaged through various public noticed hearings, targeted workshops, and meetings along with access provided to online documents and distributions sent directly via email to interested parties.

- a. Describe tasks undertaken by all entities involved in the work plan.



BCAG staff will be responsible for carrying out project administration as well as all planning related tasks associated with the development and delivery of the coordinated plans. In general, tasks consist of: preparing documents and materials for all meetings and public workshops; attending and facilitating meetings related to the development of the coordinated plans; preparing the analysis of the SCS for the purpose of meeting the regional passenger vehicle GHG target, and preparing draft and final versions of the plans.

BCAG's local government members (cities of Biggs, Chico, Gridley, Oroville, Town of Paradise, and Butte County) will assist in the development of the SCS and RHNA. In preparing the SCS, local government members will provide input and feedback regarding consistency with their newly approved local plans, projects, and planning assumptions including the forecasted general location of uses, residential densities, and building intensities. In regards to the RHNA plan development, local government members will assist in providing data and developing an allocation methodology which is consistent with the factors listed in California Government Code Section 65584.04 (d).

Butte LAFCO's tasks will focus on providing input and feedback regarding the coordinated plans consistency with the local agency service plans, agency boundaries, and spheres of influence which it oversees.

- b. Describe how other entities will be engaged in the development and/ or implementation of the Proposal (e.g., local governments, state entities, COGs, MPOs, transit agencies, health agencies, air districts, local businesses, landowners, general public, environmental groups, low income households and/ or groups that represent them, etc).

Other entities will be involved in the development of the coordinated plan through BCAG's established committees, workgroups, and distribution lists detailed in BCAG's [public participation plan \(PPP\)](#).

Key draft documents prepared for the RTP, SCS, and RHNA will be developed in consultation with and reviewed by BCAG's Transportation Advisory Committee (TAC). The BCAG TAC includes representatives from each of the local jurisdiction's public works and planning departments, city and county technical staff, representatives from the Air District, Caltrans, local Tribal Governments, and other affected agencies that have a technical interest in the BCAG planning process as well as appointed citizens.

All land use, housing, and growth forecasting related information will be reviewed with BCAG's Planning Director's Working Group and BCAG's Interagency Consultation Review (ICR) group to assure consistency with local plans and state and federal regulations. The BCAG ICR includes representatives from the local Air District, CARB, Caltrans, US EPA, Federal Highway Administration, and Federal Transit Administration. The ICR provides review and input regarding all air quality conformity related matters with the RTP and SCS. The Planning Director's Working Group consists of BCAG's local jurisdiction planning directors and staff as well as Butte LAFCO.

BCAG engages resource agencies in plan development, specifically with the RTP, by distributing notifications of preparation for the RTP asking for comments on these documents. These agencies include: state and local agencies, economic development, environmental protection, airport operations, tribal, land use management, natural resources, transportation, freight movement, congestion management, conservation and

historic preservation agencies. The Resource Agency Listing for State and Federal Resource Agencies is maintained by the California State Department of Transportation (Caltrans), Division of Transportation Planning, and is updated periodically. BCAG adds local organizations and contacts to this list and updates as necessary.

- c. Describe how the community will be engaged in the planning process.

The communities of Butte County will be involved in the development of the coordinated plans through BCAG's established outreach efforts detailed in BCAG's [public participation plan \(PPP\)](#) along with special outreach specific to each plan contained in the proposal. In general, BCAG will provide the opportunity for public and community input to the development of the plans through public meetings of the BCAG Board of Directors, targeted workshops and public hearings for the RTP, SCS, and RHNA plan, and via the distribution of information and draft documents posted to the BCAG website.

In order to inform the communities that BCAG is seeking public input for any of the plans, announcements for public meetings, hearings, and/or workshops are issued to local media including: Chico Enterprise Record, Oroville Mercury Register, Paradise Post, and the Gridley Herald. Advertisements may also be placed on local radio and television channels.

2. Proposal demonstrates strategies or outcomes that can serve as best practices (BPS) for communities across the state. *Note: Tools, processes and data funded by the grant must be posted on web-site.*

- a. Does the proposal include tools or processes that could be easily accessed and used by other government agencies to develop plans or strategies for sustainable communities?

The processes which are used to develop the coordinated plans (RTP, SCS, and RHNA) may serve as BPS for other regions which are similar in size to BCAG. All final plans, with the documented outreach activities, will be available on the BCAG website to other agencies to access.

The travel model, background data, and forecasting tools associated with the development of the coordinated plans have been funded through a Proposition 84 Modeling Improvement Plan grant and will also be available to the public and interested parties.

- b. How will your agency promote and share the Proposal's information, tools or processes?

All final documents will be posted on the BCAG website, along with the appropriate contact information for persons associated with the development of the proposal. All data and procedures used in the modeling of information for the plan will be posted in accordance with the requirements of the Proposition 84 Modeling Improvement Plan requirements.

3. Proposal is leveraged with additional resources, in-kind or funds.

- a. Identify funding sources and amount already committed to the proposal and expected timing of funds. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.

The proposal will be leveraged with in-kind services for BCAG. BCAG has allocated funds for the 2010/11 fiscal year in the amount of roughly \$80,000 to begin the development of the RTP and SCS. Already allocated funds for in-kind services are a mix of 88% federal planning funds (PL) and 12% local transportation funds (LTF).

- b. Identify potential future funding sources and the amount expected to be committed to the proposal. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.

If the proposal is accepted, BCAG estimates that an additional \$120,000 of in-kind services would be required to complete the project over the remaining 2011/12 and 2012/13 fiscal years. Funds for in-kind services would be made up of a mix of PL and LTF monies. It should be noted that this estimate does not include the cost of preparing the RTP's environmental impact report (EIR) which is estimated to cost \$200,000.

#### 4. Proposal Addresses Climate Change Impacts.

- a. Identify the potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area.

The amount of existing information related to the impacts of climate change in the Butte County area are limited, it is generally believed that the area will not be subject to the effects of rising sea levels, coastal erosion, or saltwater infiltration. Public health would be affected from higher temperatures by increased frequencies of conditions related to air pollution and heat related deaths. Water resources such as reservoirs and levees would see changes in seasonal water runoff and agricultural areas would see less available water with changes in growing patterns. The natural area would become drier and more susceptible to wildfires. The region's ecosystems and the associated biological diversity would be altered.

- b. How does the proposal improve adaptation to the impacts for these populations, human or natural areas, or systems?

The coordinate plans would meet regional air quality requirements and seek to meet passenger vehicle GHG targets established by ARB. By meeting these requirements, air quality-related illnesses may be decreased from a business-as-usual scenario. Also, by focusing future development within the existing urban areas, open space is preserved for the movement and adaption of natural communities, wildfire and flood protection areas are centralized.

#### 5. Proposal serves an economically disadvantaged community.

- a. How will this proposal specifically benefit a disadvantaged or severely disadvantaged community?

According to the 2006-2008 American Community Survey (ACS), the Butte County region has a median household income of 68% of the statewide average and would be considered "economically disadvantaged" by definition. The proposal of the coordinated plans (RTP, SCS, and RHNA) is regionally focused rather than targeting specific communities, so therefore would not be considered eligible for the economically

disadvantage community (EDC) set aside funding. All communities in the Butte County region, including those that are disadvantaged, will be considered in the development of the coordinated plans.

With the development of the coordinated plans, aside from the reduced per capita greenhouse gas emissions from passenger vehicles, as required by SB 375, the region's communities will benefit from the availability of expanded transportation and housing choices for all income groups, including increased access to jobs, housing, and services.

- b. Discuss how the economically disadvantaged community has been and will continue to be engaged and participatory in the development of the proposal.

The communities of Butte County will continue to be involved in the development of the coordinated plans through BCAG's established outreach efforts detailed in BCAG's public participation plan (PPP) along with special outreach specific to each plan contained in the proposal. In general, BCAG will provide the opportunity for public and community input to the development of the plans through public meetings of the BCAG Board of Directors, targeted workshops and public hearings for the RTP, SCS, and RHNA plan, and via the distribution of information and draft documents posted to the BCAG website.

#### Step 4: Organizational Capacity

Answer the following questions:

1. What is your organization's experience in completing this type of Proposal or similar Proposals? Is the expertise needed for the successful development of the Proposal available within the organization? If not, how do you plan to acquire it?

BCAG has extensive past experience in preparing regional, multi-agency, grant funded, and smart growth related plans in the Butte County region. Every four to five years BCAG is responsible for preparing the areas RTP and RHNA plan. BCAG, working with the local jurisdictions and Caltrans, recently completed the Nord Avenue Corridor Plan and the Skyway Corridor Study, both of which include smart growth principles for transportation and land use. Currently, BCAG is implementing the Proposition 84 funded Model Improvement Plan for the Butte County region along with several Caltrans 5304 Statewide Planning grants related to transit forecasting and implementing improvements to the current system.

BCAG is also currently developing the Butte Regional Conservation Plan (BRCP) on behalf of the County of Butte, four incorporated cities, four water districts and Caltrans District 3. The BRCP (a HCP/NCCP) is being coordinated with a myriad of agencies including local government entities, state and federal resource agencies, special districts, educational institutions, Caltrans District 3, the general public, and non-governmental agencies (NGOs) representing environmental, development, agriculture, hunting, and other interest groups.

All components requested for funding within this proposal will be completed by BCAG, local government members, and LAFCO staff members. No consultant will be acquired to assist with its development.

2. Do you have active partners that will help develop the Proposal? How?

Continuing an established coordinated planning framework, BCAG's six local government members (cities of Biggs, Chico, Gridley, Oroville, Town of Paradise, and County of Butte) and the Butte Local Agency Formation Commission (LAFCO) are partners in this proposal. As the regions land use authorities, these partners play a vital role in developing and implementing an integrated land use and transportation strategy for the region, as required by Senate Bill 375. In addition, the local government members are integral in preparing the RHNA plan and have the responsibility of carrying out its implementation within their respective housing elements.

In preparing the RTP - SCS, local government members will provide input and feedback regarding consistency with their newly approved local plans, projects, and planning assumptions including the forecasted general location of uses, residential densities, and building intensities. In regards to the RHNA plan development, local government members will assist in providing data and developing an allocation methodology which is consistent with the factors listed in California Government Code Section 65584.04 (d).

Butte LAFCO, as the local authority responsible for evaluating local agency services and approving agency jurisdictional boundaries and spheres of influence, will play a vital role in developing the coordinated plans. Butte LAFCO's task will focus on providing input and feedback regarding the coordinated plan's consistency with these service plans, agency boundaries, and spheres of influence it oversees.

3. How will the Proposal be kept on schedule and within budget?

BCAG's on time completion of the coordinated plans is statutorily required by state and federal regulations. The RTP, SCS, and draft RHNA plan is required to be adopted by the BCAG Board of Directors by December 2012. Although the timing of the final RHNA plan adoption is currently being coordinated amongst the state's MPO's and the Department of Housing and Community Development (HCD), it's anticipated that this will occur prior to June 2013. BCAG is fully aware that all components of the project must be completed within 36 months of the grant being awarded.

BCAG has developed the budget for the proposal based on related work completed for past RTPs and RHNA plans and taking into consideration the additional tasks associated with the development of the SCS and coordination of completing all plans simultaneously.

4. If the Proposal goes over budget, explain your contingency plan to cover the cost?

If the proposal is not completed within the expected budget, BCAG will utilize additional PL and LTF funds as a contingency.

5. Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.

The proposed development of the coordinate plans (RTP, SCS, and RHNA plan) will be implemented through the adoption of the individual plans themselves along with the following:

RTP – The plan is further implemented through the preparation and adoption of the associated Federal Transportation Improvement Plan (FTIP) and Regional Transportation Improvement Program (RTIP), as well as the inclusion of the plan's policies, goals, and

objectives into the evaluation procedures for the funding of future transportation projects present in these plans. The FTIP is a programming document that identifies all regionally significant transportation projects and programs for Butte County that will be funded by federal, state, and local funding sources within the short-term horizon (4 years). Similar to the FTIP, the RTIP identifies programming and projects associated with primarily state funding sources over a five year period.

SCS/APS – Upon the approval of the BCAG Board of Directors and the acceptance of ARB, a project consistent with general land use designations, building intensities and applicable policies within the SCS and identified as a “transit priority project”, residential, or mixed use project under California Government Code may be eligible for certain California Environmental Quality Assurance (CEQA) exemptions or streamlining. In addition, the SCS may be implemented by the region’s local governments for the purpose of future land use and transportation planning. By law, cities and counties are not required to implement any of the land use policies of strategies contained in the SCS.

RHNA – Upon final approval of the BCAG Board of Directors and acceptance by HCD, the RHNA plan will be implemented, in accordance with state law, with the development of each local jurisdictions housing element.